

Application/Control No.: 10/507,087
Examiner: Bloodgood, R.F.

IN THE SPECIFICATION

Kindly insert at page 1, line 1:

TITLE OF THE INVENTION

Kindly insert at page 1, line 2:

CROSS-REFERENCE TO RELATED APPLICATIONS

Not Applicable

**STATEMENT REGARDING FEDERALLY SPONSORED RESEARCH OR
DEVELOPMENT**

Not Applicable

NAMES OF THE PARTIES TO A JOINT RESEARCH AGREEMENT

Not Applicable

**INCORPORATION-BY-REFERENCE OF MATERIAL SUBMITTED ON A
COMPACT DISK**

Not Applicable

Kindly insert at page 1, line 3:

BACKGROUND OF THE INVENTION

1) **Field of the Invention**

Kindly insert at page 1, line 5:

2) **Description of Related Art disclosed under 37 CFR 1.97 and
1.98.**

Kindly insert at page 4, line 23:

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BRIEF SUMMARY OF THE INVENTION

Kindly insert at page 5, line 23:

BRIEF DESCRIPTION OF THE SEVERAL VIEWS OF THE DRAWINGS

Kindly insert at page 7, line 12:

DETAILED DESCRIPTION OF THE INVENTION

Kindly amend the paragraph that begins on page 2, line 18 as follows:

First of all, the container containing the hydraulic motorization motorisation, since it is not reversible, must always be constructed with the right or left cylinder of the entry space to the room, such that it is necessary to construct the motorization motorisation to size, after having accurately defined whether the hydraulic tube must come out to the right or left, according to the positioning of the electrohydraulic unit.

Kindly amend the paragraph that begins on page 3, line 6 as follows:

Moreover the container containing the motorization motorisation must be constructed to size for each sectional door and does not foresee characteristics of adaptability, even to a small degree, to possible errors which can be committed in the construction of the entry space to the room.

Kindly amend the paragraph that begins on page 4, line 2 as follows:

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Finally, hydraulic lifting systems known up to now have serious difficulties in carrying out small adjustments of the possible different length of the cables, which must be carried out inside the motorization motorisation container which can even be more than 12 metres meters above ground. The positioning in height, above the door, of such a container requires, indeed, that at least one scaffolding must be mounted so as to be able to reach it.

Kindly amend the paragraph that begins on page 4, line 12 as follows:

Other drawbacks are represented by the difficulty of installation and adjustment of possible end stop microswitches, on the way up and down (given the need to securely fix the electrical cables to the centre of the container, to avoid them from ending up below the moving pulleys), by the production costs of the position stops (constructed with the cantilevered pin) and by the costs of attachment of the hydraulic cylinder (because it requires a welded support) and by the possible installation problems of the motorization motorisation container (due to its bulkiness bulkyness).

Kindly amend the paragraph that begins on page 4, line 23 as follows:

In the aforementioned requirements, the main purpose of the present invention is, therefore, that of indicating an improved hydraulic lifting sectional security door which avoids the aforementioned drawbacks and, in particular, that of indicating a sectional door which is strong and adaptable to any construction of the relative motorization motorization.

Kindly amend the paragraph that begins on page 5, line 15 as follows:

Yet another purpose is that of allowing installers to buy motorizations motorisations

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which are adaptable at the time of installation, and thus making large savings with respect to the ordering of a piece to size for each door.

Kindly amend the paragraph that begins on page 6, line 8 as follows:

FIG. 3 shows an enlarged perspective view of a position stop of the motorization motorisation container of the sectional door according to FIG. 1;

Kindly amend the paragraph that begins on page 6, line 11 as follows:

FIG. 4 is an enlarged plan view of an intermediate face of the motorization motorisation container of the improved hydraulic lifting sectional security door according to the present invention;

Kindly amend the paragraph that begins on page 6, line 15 as follows:

FIG. 5 is an enlarged plan view of a bracket suitable for supporting microswitches for actuating the motorization motorisation applied to the improved sectional door according to the invention;

Kindly amend the paragraph that begins on page 7, line 12 as follows:

With reference to the figures mentioned, the improved sectional door according to the invention essentially comprises a pair of profiles PRF, associated with respective rails RT, which are arranged close to each frame STP of an entry space to a room having width LG and height LH, a single-piece panel or a series of panels PNL, articulated together through hinge bindings, and a group GP, inserted inside a motorization

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~~motorisation~~ container CAS generally arranged above the door, for lifting the panels PNL.

Kindly amend the paragraph that begins on page 9, line 4 as follows:

The aforementioned position stops TE1, TE2 are preferably constructed with a height such as to be able to be inserted inside the motorization ~~motorisation~~ container CAS and are equipped, at the two bent upper and lower sides, with at least one hole per side, preferably formed in the direction of the length of the container CAS. In such a way, the position stops TE1, TE2 can be fixed to the container CAS by means, for example, of four bolts per side, respectively BU1, BU2, BU3, BU4, BU5, BU6, BU7, BU8 which enter into preferably round holes in the container CAS.

Kindly amend the paragraph that begins on page 14, line 5 as follows:

To make the application of the motorization ~~motorisation~~ container CAS elastic in space width LG, with lower measurements with respect to the standard width of the container CAS itself, at least on the opposite side to the one where the hydraulic cylinder CI is installed, at least one series of holes or pre-holes PFR can be foreseen on at least one of the sides of the profile CA, of a size suitable for the exit of the cable FA1, FA2, and the ~~repetition~~ repetition with the same pitch of the holes suitable for receiving the bolts BU5, BU6, BU7, BU8.

Kindly amend the paragraph that begins on page 15, line 14 as follows:

In order to make the specific application of the motorization ~~motorisation~~ container CAS adaptable to sizes greater than its length (for example for a width which can be adjusted indicated with LR in FIG. 1), it is also foreseen to use an extension door PRO

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(FIG. 2), with a slightly larger section than that of the container CAS, such as to be able to telescopically go on top of said container.

Kindly amend the paragraph that begins on page 18, line 1 as follows:

Moreover, in its configuration for service with command in the presence of a person, the motorization motorisation consisting of the container CAS, with the cylinder CI moved by hydraulic force produced by a suitable system, there is no need for another safety system apart from the maximum pressure valve, provided it is ensured that the end stop of the hydraulic cylinder CI corresponds to the end stop of the open door.

Obviously, the motorization motorisation can also be used limiting its stroke with a limit switch. The use of command automations of the door then requires the application of limit microswitches with the cylinder CI extended and/or with the cylinder CI partially or totally retracted, operated by known cams.

Kindly amend the paragraph that begins on page 19, line 16 as follows:

The adjustment of the length of the two cables FA1, FA2, which lift the door generally lifting it from the lower panel, can take place inside the container CAS of the motorization motorisation, with the application of known screw adjusting systems, like, for example, through the known adjustment system for motorcycle brakes.

Kindly amend the paragraph that begins on page 21, line 7 as follows:

The use of such a device allows all adjustments of the length of the cables to be carried out immediately, at ground level, without having to go up to heights which may even be substantial, sometimes greater than 12 meters metres.

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